

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-03-001-03

Pursuant to the authority vested in the Air Resources Board (ARB) by Health and Safety Code, Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Section 39515 and 39616 and Executive Order G-02-003;

Relating to Exemptions under Section 27156 of the Vehicle Code, and Verification under Sections 2700 through 2710 of Title 13 of the California Code of Regulations

Cleaire Advanced Emissions Controls (Cleaire)
Longview™ System

The ARB has reviewed Cleaire's request for verification extension of its Longview™ system (the "system"). Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of the ARB hereby finds that the Cleaire Longview™ system reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85 percent reductions), and obtains a 25 percent reduction in oxides of nitrogen (NOx) (Title 13 California Code of Regulations ("CCR") Sections 2702 (f) and (g) and Section 2708). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the Longview™ system as a Level 3 system, achieving 25 percent NOx reduction for the applications listed in Table 1 using the engine families listed in Attachment 1.

Table 1: Appropriate Applications for the Longview System

| Preexisting (Original Equipment Manufacturer "OEM") Device | Application |
|--|-------------|
| Oxicat equipped | Urban Bus |
| Oxicat equipped | Truck |

The aforementioned verification is subject to the following terms and conditions:

- The engines are model years 1994 - 2002 engines having an engine family name listed in Attachment 1.
- The engines do not employ exhaust gas recirculation.
- The application must have a duty cycle with a temperature profile greater than 260 degrees Celsius for at least 25 percent of the time.
- The engines must be in their original certified configuration.
- The engines must not have a pre-existing diesel particulate filter.
- The engines must be four-stroke.
- The engines must be certified in California for on-road applications at a PM emission level of at most 0.1 grams per brake horsepower-hour (g/bhp-hr), and greater than 0.01 g/bhp-hr.

- The engines must be turbocharged.
- The engines should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- Lube oil, or other oil, should not be mixed with the fuel.
- The engine must be operated on diesel fuel (e.g. not biodiesel blends or alternative fuels or alternative diesel fuels) that has a sulfur content of no more than 15 parts per million by weight.
- The other terms and conditions specified below.

IT IS ALSO ORDERED AND RESOLVED: That installation of the Longview™ system, manufactured by Cleaire Advanced Emissions Controls of 14775 Wicks Boulevard, San Leandro, California 94577, has been found not to reduce the effectiveness of the applicable vehicle pollution control system, and therefore, the Longview™ system is exempt from the prohibitions in Section 27156 of the Vehicle Code for installation on heavy-duty on-road vehicles listed in Attachment 1.

This exemption is only valid provided the engines meet the aforementioned conditions.

The Longview™ system consists of a lean NOx catalyst, secondary fuel injection system, electronic controller, control sensors, and a catalyzed passive diesel particulate filter. The fuel injection system includes a fuel pump, injector, injector block, and a pressure regulator. The sensors include a manifold absolute pressure sensor, engine speed sensor, two exhaust temperature sensors, and an engine backpressure sensor. The major components of the Longview™ system are identified in Attachment 2.

This Executive Order is valid provided that installation instructions for the Longview™ system do not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the Longview™ system, as exempted by ARB, which adversely affect the performance of the vehicle's pollution control system, shall invalidate this Executive Order.

No changes are permitted to the device. The ARB must be notified in writing of any changes to any part of the Longview™ system. Any changes to the device must be evaluated and approved by ARB. Failure to do so shall invalidate this Executive Order.

Marketing of the Longview™ system using identification other than that shown in this Executive Order or for an application other than that listed in this Executive Order shall be prohibited unless prior approval is obtained from ARB.

This Executive Order shall not apply to any Longview™ system advertised, offered for sale, sold with, or installed on a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

The ARB estimates that the Longview™ system might incur a fuel economy penalty between three and seven percent depending on the application.

As specified in the Diesel Emission Control Strategy Verification Procedure (Title 13 CCR Section 2706 (g)), the ARB assigns each Diesel Emission Control Strategy a family name. The designated family name for the verification as outlined above is: CA/CLE/2003/PM3/N25/ON/LNF02.

Additionally, as stated in the Diesel Emission Control Strategy Verification Procedure, Cleaire is responsible for honoring their warranty (Section 2707) and conducting in-use compliance testing (Section 2709).

In addition to the foregoing, ARB reserves the right in the future to review this Executive Order and the exemption and verification provided herein to assure that the exempted and verified add-on or modified part continues to meet the standards and procedures of California Code of Regulations, Title 13, Section 2222, et seq and California Code of Regulations, Title 13, Sections 2700 through 2710.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executive Order DE-03-001-02 is hereby superseded and is of no further force and effect.

Executed at El Monte, California, this ___ 16th _____ day of July 2004.

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Robert H. Cross, Chief
Mobile Source Control Division

Attachment

